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East Germany

COUNTRY

REPORT NO.

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TOPIC

Jueterbog Altes Lager Airfield

EVALUATION see below

PLACE OBTAINED

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DATE OF CONTENT 1 July to 13 August 1953

DATE OBTAINED

DATE PREPARED 7 October 1953

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REFERENCES

PAGES 4 ENCLOSURES (NO. & TYPE) 2 - one layout with legend (See note below).
- one sketch

REMARKS

SOURCE

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1. Firing by AA guns at an air sleeve towed by a twin-engine monoplane was daily observed at the Jueterbog firing range between 4 a.m. and 7 a.m. after 1 July 1953.¹ After 8 a.m., two trucks, each occupied by about 20 men in flying suits, were seen daily proceeding to Reinsdorf and, at 7 p.m., returning from there.² In late July, flying by elements of two MiG-15s was observed at Altes Lager airfield.³

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2. The following air activity was observed at the field between 28 July and 6 August:

28 July. About 6 a.m., 6 MiG-15s, fitted with auxiliary fuel tanks, took off in rapid succession and made 20-minute formation flights in elements of twos. This flying was discontinued at 11 a.m. Between 6 a.m. and 8 a.m., 2 Pe-2s, towing air sleeves which were fired at by light AA guns, were observed over the firing range. After 3 p.m., 2 MiG-15s, fitted with auxiliary fuel tanks, were seen involved in a mock dog fight. Between 6 p.m. and 7 p.m. an air sleeve towed by a Pe-2 was fired at by a machine gun. About 7 p.m., 16 ground attack aircraft of the unit in Reinsdorf took off and headed in the direction of Reinsdorf village.

29 July. After 10 a.m., there was flying by ground attack aircraft. The alert flight took off for a 15-minute flight. Between 7 p.m. and 8 p.m., firing at an air sleeve towed by a Pe-2 was observed.

30 July. About 3 p.m., 35 Il-10s from Reinsdorf landed at the field. At 3:20 p.m., 3 of the Il-10s took off and flew to the bombing range near Jueterbog. Flying in wedge formation, they practiced low-level attacks, firing three bursts each. Other formations of Il-10s subsequently took off for similar practices; the next formation being observed consisted of 8 aircraft. The formations returned to the field after the attack and soon took off again. Flying was discontinued at 6:30 p.m. Source noticed that

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one of the aircraft flying in a formation of eight continued flying at the same altitude while the others engaged in the attack. No MiG-15s were seen flying.

31 July. Between 3 p.m. and 6 p.m., Il-10s conducted training as observed on the preceding day. After flying, the Il-10s remained at the field.

1 and 2 August. There was no air activity.

3 August. Between 8 a.m. and 8:30 a.m., one Pe-2 flew several circles over the field. About 4 p.m., a Pe-2 towing an air sleeve which was fired at by light AA guns was seen aloft. Between 10 p.m. and about 3 a.m. jet fighters with burning position lights were seen flying in elements of twos.

4 August. Between 1 p.m. and 4 p.m., 6 MiG-15s, some of them fitted with auxiliary fuel tanks, practiced air attacks.

5 August. There was flying by MiG-15s after 9 a.m. Three aircraft were seen aloft at a time, two of which were attacking the third. After 3 p.m. MiG-15s practiced flying in formation. There was strong wind and haze. One [REDACTED] of the MiG-15s towed an air sleeve which was attacked by two other MiG-15s. Source observed that the air sleeve was apparently fastened under the fuselage while the aircraft took off and was released only after the aircraft was airborne. After completion of the practices, the air sleeve and cable were dropped. Flying was discontinued at 4:30 p.m.

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6 August. It rained prior to 9:30 a.m. Between 10 a.m. and 11:30 a.m. there was air activity by MiG-15s, including a U-MiG-15 [REDACTED]

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[REDACTED] Two of the MiG-15s would take off in rapid succession, disappear into the clouds and land again after 15 minutes. At 3 p.m., MiG-15s were observed flying in flight formation. Between 11 p.m. and 0:30 a.m., several groups of three jet fighters each conducted night flying. One jet of these groups was towing an air sleeve which was caught in the beams of searchlights and then fired upon by the two other MiGs.

3. During the reporting period, the following aircraft were regularly observed at the field:

Twelve MiG-15s in hangar No 8; 14 MiG-15s in hangar [REDACTED] the alert flight of 6 MiG-15s at the runway; 4 Pe-2s in front of hangar [REDACTED]

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6 Il-10s [REDACTED] which did not belong to the unit in Reinsdorf and had no special marking, indicating their unit, in hangar [REDACTED] and 2 unnumbered Il-10s in hangar [REDACTED]

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The personnel stationed at the field were quartered as follows: the personnel of the 4 Pe-2s in the so-called Zigeunerblock in building [REDACTED]

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approximately 200 EM of the fighter unit in buildings [REDACTED] the 20 officers of this unit in apartments; the technical personnel of the unit in Reinsdorf in building [REDACTED] which previously

were occupied by personnel of the Il-28 unit were vacant as well as buildings [REDACTED] There were no indications of an intended reoccupation of these quarters. The personnel, including an officer named Lukinov (fnu), assigned to the repair shop in the northern section of the quartering area

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had remained at the installation after the exchange of air units. Orlov (fnu) was commanding officer of the field, and not, as assumed previously, commander of the Il-28 unit. 5

4. When night flying was conducted a truck mounting a searchlight was observed on a wooden ramp which was newly erected in the eastern extension of the runway. The AA gun emplacement at the eastern end of the runway was located just west of the spur track rather than between spur track and railroad line. 6

5. In the afternoon on 4 August, 16 jet fighters, 5 Il-10s, 2 twin-engine monoplanes with double rudder assembly, 2 biplanes and 1 single-engine high-wing monoplane were observed at the field. Eight jet fighters fitted with auxiliary fuel tanks made local and 20-minute flights. A biplane,

25X1C [redacted] On 8 August, 15 MiG-15s were counted at the field, including 3 in aircraft revetments west of the hangars and north of the runway.

6. During air activity on 4 August, 3 and 2 small two-axle trailers were observed near the alert flight at the eastern end of the runway and near 8 jet fighters in the northeastern portion of the field respectively. The trailers were moved to the aircraft before their engines were started. A bottle, 150 cm long and 40 cm in diameter, was observed on each trailer. The aircraft to be started was being connected to the trailer by a hose or a cable, subsequently the humming of the engine was heard and the trailer was removed. The trailer was operated by one man. 7

7. At 4 p.m. on 4 August, 8 to 10 boxcars were loaded with billeting equipment, boxes, several engines and other equipment at Jueterbog Altes Lager railroad station. About fifteen empty flatcars with sideracks were also seen at the loading ramp. Trucks hauling the equipment [redacted]

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8. On 9 August, source observed a troop train of 35 cars without locomotive at Jueterbog railroad station. The cars carried about 100 air force personnel, about 10 trucks, [redacted] and equipment including pipes, 5 meters long and 10 cm in diameter, block and pulleys, beams and boards.

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9. Between 10:30 a.m. and 2 p.m. on 13 August, 11 MiG-15s and 14 single-engine monoplanes were observed at the field. Jet fighters involved in air activity [redacted]

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- 25X1A 1. [redacted] Comment. A twin-engine monoplane with double rudder assembly was observed at Jueterbog Altes Lager airfield on 14 March 1953. Possibly this aircraft had only temporarily been stationed at the field. After about late May, 2 to 6 of the same type aircraft were repeatedly observed there. From the activity conducted by these aircraft it is inferred that they belong to a tow-target unit which is employed at the AAA firing range at Jueterbog. As these aircraft were observed at Jueterbog at an increased rate after late May the possibility exists that they may belong to the tow-target unit which was transferred from Schcenewalde airfield in May 1953. Another

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source observed a similar unit at Puetnitz airfield cooperating with AA units at the Wustrow firing range.

25X1A 2. Comment. A ground attack regiment is stationed at Reinsdorf airfield. Most of the personnel of this regiment are quartered at Jueterbog airfield possibly due to lack of quarters at Reinsdorf. The aircraft from Reinsdorf frequently land at Jueterbog Altes Lager airfield.

25X1A 3. Comment. During the time of observation, a fighter regiment equipped with MiG-15s and belonging to the fighter division in Zerbst was stationed at Jueterbog airfield.

25X1A 4. Comment. This is the largest number of MiG-15s observed since the occupation of the field by a fighter regiment in mid-May 1953. As previous information indicated that a fighter regiment had transferred to Jueterbog from Zerbst airfield between 6 and 10 August 1953 part of the aircraft might belong to this regiment. The Pe-2s and, possibly also the Il-10s in hangar No 10, belong to the tow-target unit.

25X1A 5. Comment. For location of the quartering buildings, see Annex 1. The two officers had been reported previously by the same source. Lukinev was reported as being technical officer of the engine department at the repair shop. He also served as an instructor for officers. 25X1

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25X1A 7. Comment. Probably the starting of jet engines by means of compressed air.

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Note: Annex 1 (layout with legend) to Air only.

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Sketch of Jasterbog Altes Lake Airfield

